

Amendments to the Claims:

This listing of claims replaces all prior versions and listings of claims in the application:

Listing of Claims:

1. (currently amended) An active vehicle suspension system with fail-safe operation comprising:
an actuator with an armature and a stator, the stator having at least one coil with coil ends,
power electronics connected to the coil ends constructed and arranged to deliver power to
the actuator through the coil ends, and
a fail-safe clamping circuit comprising a solid-state device connected to the coil ends,
separated from the power electronics, and powered by energy produced from movement of the
actuator that is directly conveyed to the clamping circuit from the coil ends, to passively damp the
actuator during a failure of the power electronics by clamping the coil ends together.
2. (canceled)
3. (previously presented) The system of claim 1 in which there are multiple coils, and the clamping
circuit electrically connects coil ends together to change the passive damping characteristic of the
actuator.
4. (canceled)
5. (currently amended) The system of claim [[4]] 1 with the clamping circuit comprising a rectifier
and a single unidirectional switch.
6. (previously presented) The system of claim 1 in which movement of the actuator generates a back
electromotive force (EMF) as a result of the armature moving relative to the stator within the
actuator, the back EMF powering the clamping circuit.

7. (previously presented) The system of claim 6 also comprising a supplemental circuit for boosting the back EMF.
8. (original) The system of claim 7 in which the supplemental circuit comprises a bipolar Royer oscillator capable of operating at an input voltage of approximately 0.5 volts.
9. (previously presented) The system of claim 1 in which the clamping circuit comprises switch circuitry enabled during vehicle startup and shutdown.
10. (canceled)
11. (previously presented) The system of claim 1 in which the clamping circuit comprises switch circuitry pulsed to change the passive damping characteristic of the actuator.
12. – 72. (canceled)